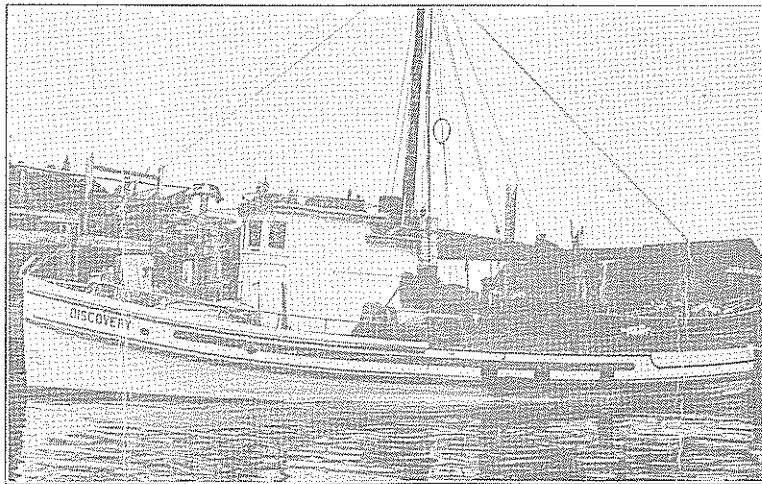


THE CALIFORNIA FISHERIES



San Diego Number
JANUARY 29, 1929



TWENTY CENTS ~ Issued Semi-Monthly

Sebastian Stuart Fish Co.

PACKERS OF

Fresh and Frozen HALIBUT—SALMON

MILD CURED SALMON

CANNED SALMON

SEATTLE, WASHINGTON, U. S. A.

Columbia River Packers Association, Inc.

Largest Fresh Fish Dealers
on the Columbia River

ASTORIA, OREGON

KARL I. SIFFERMAN

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Alaskan Glacier Sea Food Company's

HIGHEST QUALITY

SHRIMP MEAT and CRAB MEAT

Can Be Procured From the Following Seattle Fish Dealers

San Juan Fishing & Packing Co.
Palace Fish and Oyster Co.
Sebastian-Stuart Fish Co.

Edwin Ripley & Son
American Sea Food Co.
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New England Fish Co.
Booth Fisheries Co.
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P. O. Box 1001 SEATTLE, WASHINGTON

Packed by the Alaskan Glacier Sea Food Co.
Petersburg, Alaska

Arthur Anderson Fish Co., Inc. SALMON PACKERS

*Producers and Distributors of Oregon's
Finest Salmon*

HOME OFFICE, ASTORIA, OREGON

The California Fisheries

The Voice of California's Commercial Fishing Industry

Entered as second-class matter November 24, 1928, at the postoffice in San Pedro, California, under act of March 3, 1879.

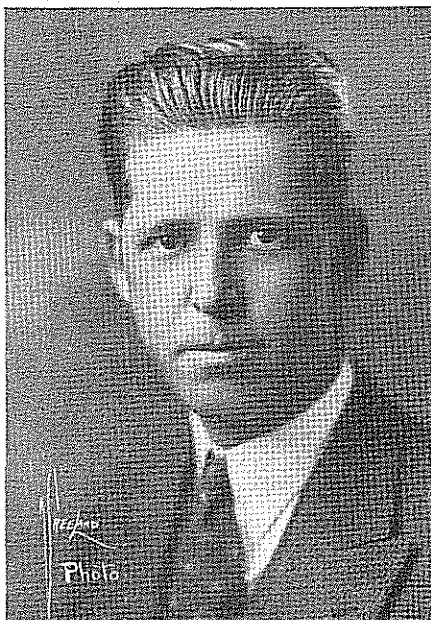
San Diego Logical Center of Fishing Industry in Southern California

The most important industry in San Diego at the present time is that of fishing and fish canning. San Diego has five large fish canneries and records show that more than 260 fishing boats claim San Diego as their home port.

The packing and canning concerns in San Diego include Westgate Sea Products Company, San Diego Packing Company, California Packing Corporation, Van Camp Sea Food Company, Cohn-Hopkins Company and K. Hovden Company. Each of these plants employ from 100 to 400 persons, and their annual payrolls run from \$50,000 to \$200,000.

It is estimated that the fish packers employ over 1250 men and women in the canneries, and that more than 1200 fishermen are employed on the various San Diego fishing boats. Last year more than \$1,500,000 was spent by local fishermen for new boats and improvements to old boats.

The product of the local canneries is valued at over \$3,000,000 per year. In 1927 the San Diego fish pack was estimated at 450,000 cases. During 1927 the local canneries handled 35,664,453 pounds of fish. In addition to this, nearly 10,000,000 pounds of fresh fish were sold in the local markets.



THOS. F. BOMAR

Manager Industrial Department San Diego Chamber of Commerce

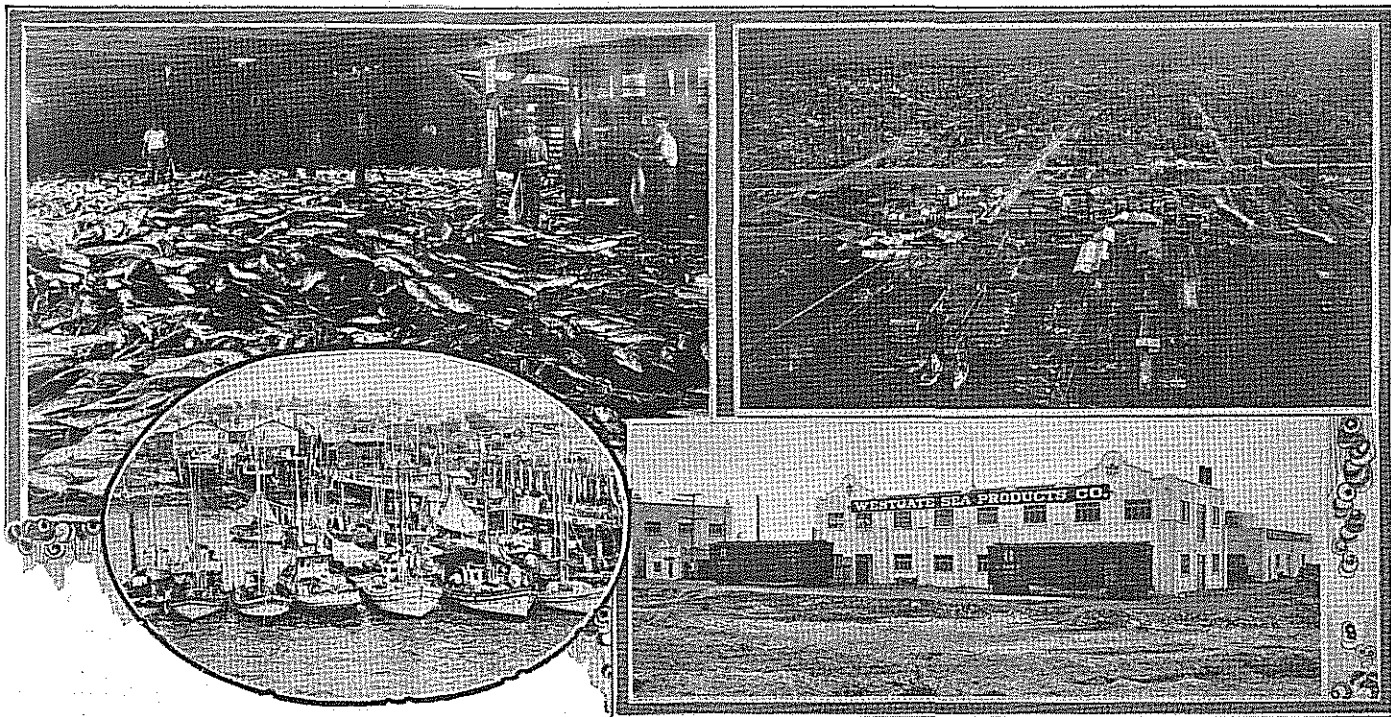
A great part of the tuna, white fish, barracuda, white sea bass, halibut and small sardines brought into California ports are caught in Mexican waters. San Diego being the closest American port to Mexico, and having excellent facilities for fish canneries, is the logical location for such industries. The Chamber of Commerce and other organizations in the city are endeavoring to secure the development of a large area on the Bay for canning and industrial plants. Fishing boats bringing their catch from Mexican waters save two days of travel by disposing of their catch at San Diego.

San Diego has nine wholesale fresh fish concerns, and also nine importers and shippers of Mexican lobsters. Sword fish, lobsters and other fresh fish are shipped in iced cars from San Diego to Boston and other eastern cities.

Work to Reduce Tax on Fish

Some time ago, the San Diego Chamber of Commerce called a meeting for the purpose of endeavoring to secure a reduction in the Mexican fish tax. Those present at this meeting included the Mexican fish commissioner and representatives of various fishermen's associations and fish canners' associations in Southern California. The Mexican officials stated

(Continued on Page 16)



Above: When the Fishing is Good
Below: A Section of San Diego's Fishing Fleet

Above: Birdseye View of San Diego
Below: One of San Diego's Modern Canneries

Some of the Prominent People Connected with San Diego's Leading Industry

THE AMERICAN FISHERMEN'S PROTECTIVE ASSOCIATION

Fred W. Schellin, President
H. Bobzien, Vice President
E. J. Ghio, Secretary-Treasurer

The American Fishermen's Association was organized in 1917 and the object is plainly indicated in the name. It started with twenty boats and in the intervening period has increased its membership over 500 per cent, having at this time 103 boats, six men to each. The membership includes all classes of boats—live bait boats, ice boats and hook-and-line craft. The



Fred C. Schellin, president of the American Fishermen's Protective Association.

service it renders is very complete, covering contracts with cannerymen, mediator in the adjustment of disputes and differences in interpretation, that may arise, gives aid and advice to members in buying equipment and supplies, looks after legislative matters affecting the interests of the fishermen together with minor matters too numerous to mention.

Good Man at the Head

President Fred W. Schellin may well be said to stand in the relation of father to the association, having been active in promoting its organization. He grew up in the salmon industry of Oregon, coming to San Diego from the important fishing center of Coos Bay in 1916, and a year or so later the movement to bring the fishermen of San Diego together for the advancement of mutual interests bore fruit.

No Offices for Two Years

For two years the association functioned without official quarters. Headquarters were wherever it was found convenient to transact business, but during the season of 1919 offices were established at 867 Harbor street, which location is still maintained. Mr. Schellin acted as secretary and treasurer before being advanced to his present executive position. He is a man of pleasing personality, amiable and engaging, free yet firm, and is considered fair and reasonable in all mat-

ters. He is held in high esteem by the membership as well as in business circles, and his judgment is accepted as sound, and particularly so in matters relating to the industry.

Favors Amalgamation

Mr. Schellin advocates the amalgamation of the fishermen's organizations of Southern California on the grounds of economy in operation and increased influence and it is quite possible the future will bring this about though the present outlook is not favorable.

A Good Year Ahead

Mr. Schellin believes that the year 1929 will bring a marked improvement in the industry—in the San Diego field of operation—more and better boats and better prices. The tuna catch will be handled very largely by the San Diego canning plants because of the proximity to the fishing grounds. The amount of tuna packed is increasing yearly, as shown by reports of Van Camp Sea Food, Inc., and the California Packing Corporation.

Mexican Duty a Handicap

The present Mexican duty of \$26.54 a ton is regarded by Mr. Schellin, as well as all others in the industry, as a serious handicap. He believes \$10 a ton would be reasonable and more satisfactory all around. The high duty has a tendency to bring about the building of large live bait boats with large ice displacement, clearing for the high seas without Mexican papers. The result is Mexico gets no duty from this boat.

Mr. Schellin has for years worked to bring about a reduction of this duty. A



E. J. Ghio, Secretary-Treasurer of the American Fishermen's Protective Association.

special effort is now being made to secure bait and anchor permits for high seas boats and he expresses himself as confident of success. He is chairman of the fisheries committee of the San Diego Chamber of Commerce.

A Wide-Awake Secretary

E. J. Ghio, secretary and treasurer of the association, is what is generally known
(Continued on Page 20)

SAN DIEGO FISHERMEN'S ASSOCIATION, INC.

F. BUONO, General Manager
P. CRIVELLO, Secretary
ALEX ZAURI, Office Manager

The San Diego Fishermen's Association is an incorporated concern formed about three years ago and since that time has made wonderful strides, having now a membership of 85 boats with an average of five men to the boat. It maintains a complete service for its members, including marketing, the maintenance of harmonious relations with



Frank Buono, General Manager of the San Diego Fishermen's Association, Inc. The photographer forgot to tell him to smile.

cannerymen and marketmen, and keeping a watchful eye on state and national legislation.

Able Management

F. Buono, who holds the position of general manager of this association, is a public-spirited man with a remarkable understanding of the successful administration and practical operation of the various branches of the fishing industry. "The association office is wide open at all times for helpful co-operation in all matters, and this applies to other associations as well as to the various branches of the industry," says Mr. Buono. He has ideas of his own and is alert in discovering and adapting the ideas of others for improved conditions generally.

Mr. Buono is well posted and informative on other subjects than fish, being a student of political economy as well as man's greatest study—man. An interesting man in the discussion of almost any subject and a man whose views are more than likely to bear analysis and the acid test of experience.

For Harbor Improvement

Being deeply interested in the growth and development of the city, Mr. Buono is strongly in favor of the amendment calling for a tax of ten per cent for developing San Diego harbor—a long-felt want. He cannot see why the people of

San Diego do not take a deeper interest in its most important industry. With an admirable spirit of patriotism Mr. Buono will always be found ready to co-operate with the chamber of commerce and other civic organizations for a bigger and bet-



Pete Crivello, secretary of the San Diego Fishermen's Association, Inc.

ter San Diego, as well as the direct interests of the particular branch of the industry he represents.

P. Crivello, Secretary

Crivello, who is secretary of the association, is a young man of pleasing address and is an efficient assistant to Manager Buono. He has been in the fishing game all his life to date since boyhood and knows the ins and outs very thoroughly. Had he not cast his lot with



Alex. Zauri, office manager of the San Diego Fishermen's Association.

the fishermen he might have won honors in the diplomatic service, for his friends all say that he has a distinct flair for that sort of thing, which no doubt contributes to his success in the position he holds. Free and easy, yet alert, courteous, considerate and accommodating, he fills his position to the satisfaction of all concerned, which is a very considerable number.

Alex. Zauri, office manager of the association, is a veteran of the World War and has the honor of holding the position of junior vice commander of the state American Legion, senior vice commander of the county council of Veterans of Foreign Wars of the United States, and is

also deputy chief inspector of the 4th district.

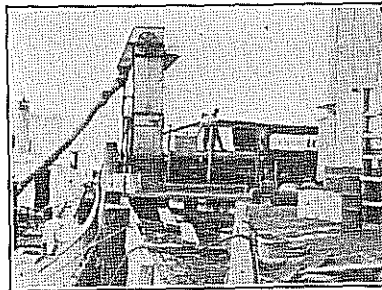
Mr. Zauri handles the office matters of the association in a highly satisfactory manner, rendering able assistance to the management in the successful conduct of its numerous and diversified affairs. He is possessed of a host of friends which his sterling qualities have won him.

LAWRENCE OLIVER

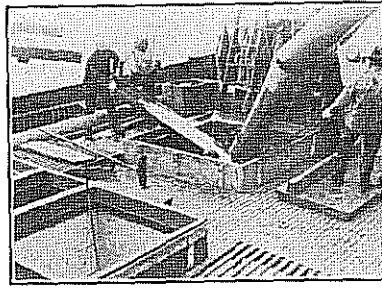
Owner of American Fisheries Co.

Lawrence Oliver of San Diego is one of the most prominent figures in the fishing fraternity of California, being well known in the north as well as in the south, and his company, the American Fisheries Co., has been established for 20 years, specializing in salt fish, meal, fish oils, lobsters, live and cooked, etc., etc.

The American Fisheries Co., by reason of leasehold on the wharf furnishes hoisting service for all fishing boats. It also furnishes ice for fishing craft, hav-



Union Ice Co. loading boat for American Fisheries Co.



American Fisheries Co. loading iceboat at its new crusher.

ing two crushers each with a capacity of seven blocks per minute. Other minor services are also rendered.

Mr. Oliver is interested in several other enterprises in close relation to the American Fisheries Co., which is the parent concern. He is associated with Mr. C. A. Lander in the Harbor Supply Co., is owner of the Oliver Meal and Oil Co., and operates a large reduction plant.

Mr. Oliver has an able assistant in the person of his secretary, Mr. H. L. Miller, who is qualified to relieve his superior of a considerable of his executive load and does so when occasion requires. Mr. Miller is a fair representative of the young American business men, keen and efficient at 28. A team that attracts attention on the social boulevard is composed of Mr. Miller and E. J. Ghio.

Lawrence Oliver is prominent in the civic affairs of San Diego. In matters of legislation touching fishermen and their interests he is alert and a recognized authority. He is a sturdy figure in a fight and has always shown himself to be a true friend of the fishermen.

Mr. Oliver expresses himself convinced the year 1929 will a marked improvement in conditions affecting the fishing industry. He favors the construction of large ice boats to serve the fishing fleet and emphasizes the necessity of improved methods and progressive policies all up and down the line. Being one of the most successful men in the business his utterances command close attention and carry exceptional weight.

H. P. DUKINFELD

Manager Gilbert C. Van Camp Insurance Agency

The most important adjunct to the fishing industry is unquestionably that of insurance, and in this field the Gilbert C. Van Camp agency probably carries



H. P. Dukinfield, manager Gilbert C. Van Camp Insurance Agency, Inc.

75% of the hazards. There are several reasons for this, some relating to the plan, procedure and general service of the insurance company, and then there are others that lead directly to the ways, means and methods of Manager Dukinfield. All in all the fraternity of fishermen in Southern California is accorded a service that fully meets their extraordinary needs and requirements. For this reason the business of the company has increased tenfold in the past five years. The insurance is instant and complete



Here is where fishermen come for protections against hazards of the deep.

with continuous service, which means all night as well as day office hours.

Manager Dukinfield has worked his way up all along the line in the insurance game to his present executive position. In the prime of life he is regarded as a reliable authority on insurance mat-

ters and is an indefatigable worker in spreading the wisdom of the policy of never being without insurance. He has been with the Van Camp company since 1926 and his work stands out reflecting exceptional credit on his energy and ability. Efficient as well as cultured, fair and philosophical as well as shrewd and discerning, he enjoys the fullest confidence of his large clientele.

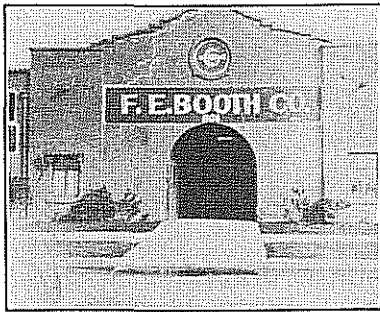
The entrance of ice boats in service to the fishing industry is regarded by all as a godsend, and it is a notable fact that 75% of these carry the Van Camp protection.

Mr. Dukinfield is the author of a number of brochures on various subjects relating to insurance generally and its application to the fishing industry in particular.

F. E. BOOTH CO., INC.

W. J. Hall, Resident Manager

W. J. Hall has been in active charge of the F. E. Booth Company in San Diego for 12 years. They employ six men, operate three trucks and are the only fish market manufacturing their own ice, having their own cold storage plant and two sharp freezers capable of

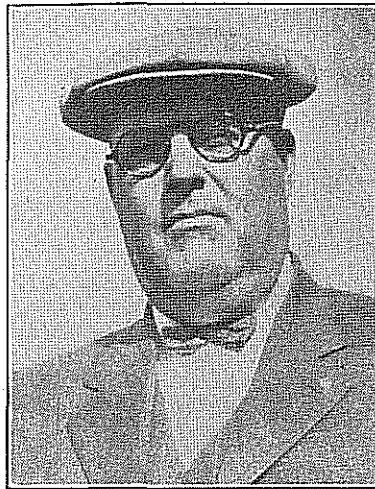


San Diego branch F. E. Booth, Inc.

congealing one car each per day. They were the first people in San Diego to freeze fish. Mr. Hall believes frozen fish the ultimate solution to the general merchandising of fish. He is a firm believer in this method of handling fish and has the following to say in this connection: "I advocate the brine system for the simple reason that fish freeze more quickly in the natural liquors turned to snow which does not cause any noticeable amount of expansion, than after the old air method. Therefore the tissues, when de-frosted, are not expanded to the breaking point, and appearance and flavor will be as though fresh. In dry freezing, because of the slowness of the process, a great quantity of water remains in the fish which causes the fish tissues to expand. In brine freezing there is a film of ice over the fish that acts as a seal, and which keeps out the moisture and brine in the process of freezing. In fact, the fish will be firmer since the tissues will not be broken down and the natural juices will remain in the cells. The best method, of course, is to use the brine freezing as the fish come from the water."

Mr. Hall believes in the future there will be large steamers equipped with adequate brine plants, and he also believes these boats will be equipped with wireless apparatus so that the fish will be sold before the boats land the catches. He also states that people have the idea

that the ocean is full of fish; but this is not so. Fish are like land food species, and we know that when the range and feeding grounds of animals are invaded, they change their habits. If halibut is not protected by the Government, it will be a thing of the past in the next few years. At the present time about seventy-five per cent of the halibut con-



W. J. Hall, resident manager of F. E. Booth Co., Inc.

sumed in San Diego comes from the Northwest. He suggests having a closed season for one year.

Mr. Hall believes the best method of de-frosting is to have the water from 35 to 40 degrees over night. Clean the fish before they are entirely de-frosted, and they will be much better. His motto is, "Help the other fellow and help yourself through the medium of education." He also believes an association of fish dealers will bring about closer cooperation in the business generally. It is a very hazardous game at present on account of the many varieties of fish.

UNION FISH COMPANY

A. Trapani, Owner

A. Trapani has been in the fish business in San Diego for 22 years, and is the



A. Trapani, owner Union Fish Co.

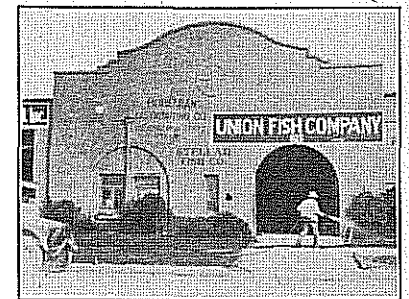
Union Fish Company has been established for that length of time. They own their own cold storage plant and lobster cookers. They are large lobster

shippers and handle all kinds of fish products. Mr. Trapani has always been in San Diego. He states the outlook for 1929 is bright because of the large boats being launched capable of bringing in larger catches and delivering them in better condition. He has eight men in his employ, operates two trucks and ships all over Western United States. They also buy considerable outside fish. Mr. Trapani is a staunch believer in frozen and cut fish products. San Diego should develop as a fish center more than any other part of the Western United States because of its close proximity to Mexico, largest known fishing grounds in the West. He believes very much in our Credit Service Department and hopes that we will be able to operate along the same lines as the San Francisco produce dealers who have one of the most unique credit associations extant. It is iron-clad and fire-proof. Mr. Trapani is about 45 years old, decidedly energetic and a man of fine personality.

STELLAR FISH COMPANY

K. O. Shima, Manager

Some three years ago Mr. Shima associated himself with the Stellar Fish



Headquarters of Union Fish Co. and Stellar Fish Co.

Company and has been in exclusive management ever since. Mr. Shima has been in the fish business in California some twenty years, and is a notable figure, especially in the Japanese trade, for the Stellar Fish Company caters to this class, and they certainly know the quality of sea foods desired by the Japanese. Their establishment is up-to-date in every particular, and they serve more Japanese customers than any other fish company in San Diego. Mr. Shima is a very affable gentleman, bears a good reputation and should go far in making a success of the Stellar Fish Company.

STANDS UP FOR SAN DIEGO

H. L. Miller

For one, I wish to say that I think San Diego is being distinctly favored in being given a special number of the California Fisheries.

There are many concerns in the fish line that have not heard of San Diego and the fishing industry it boasts, and there are also many that have the idea that all fish brought into San Diego Harbor are from the Mexican coast. This, of course, is not true. In fact, only about one-tenth of the fish brought in from Mexican waters are consumed in the fresh fish line. The other nine-tenths are for the canneries. I have heard statements made that any fish purchased from the San Diego markets are not of the

best, but such are badly mistaken, as practically all fish brought in are caught with jigs, and you all know that jig fish are the firmest. Some readers may think this is an advertisement, but it is not, as



Charles H. Miller, secretary American Fisheries Co.; supershell.

I have no connection with the fresh fish markets. I am merely telling those who do not know the facts. I would recommend giving San Diego products a trial and I am sure you will not regret it.

SAN DIEGO FISHERIES CO.

H. Dakis, Owner

This company was established in November, 1926. The business was formerly operated as the M. and K. Fisheries, in which Mr. Dakis was a partner. He has been in the fish business nineteen years. He has his own cold storage plant with



H. Dakis, owner San Diego Fisheries Co.

a capacity of 75 tons. The company is energetic in the lobster market and has shipped fresh fish as far east as New York. Mr. Dakis believes in frozen fish and was first in San Diego to freeze fish in large quantities—yellowtail, seabass and barracuda as far back as 1918. He thinks 1929 will be a wonderful year, and that business will increase very considerable if the dealers work together. Mr. Dakis thinks the California Fisheries credit service department is a very good thing and is one of California Fisheries best boosters.

The San Diego Fisheries Co. employs

four men and operates two trucks. The company enjoys a good city trade, as well as in and around the city, and has a good list of standing order shipments.

Mr. Dakis gives his personal attention to the business and is a member of the Chamber of Commerce and favors co-operation to a better advantage with the fish dealers of San Diego. Mr. Dakis came to San Diego fourteen years ago and started the fish business. Before that time he was in the fish business in South Africa and several points in Europe and Asia. States that the fresh fish business is the last large industry in the West to develop, and has promised the California Fisheries a feature story to come out in our February 12th magazine with reference to his various experiences in the fish business which will no doubt be extremely interesting to all connected with the business.

CHESAPEAKE FISH COMPANY

John N. Vitalich, owner

The Chesapeake Fish Company began business in San Diego in 1915. The business has steadily developed until at this time it is one of the big distributors of all kinds of sea-foods. Specializing in live and cooked lobsters it ships to Oregon, Washington, Texas, Arizona, New Mexico, Utah and Nevada, as well as California, very largely on standing orders.



The open door and the unoccupied chair indicates the boss is busy—elsewhere.

John N. Vitalich, owner of the business, has personally directed its affairs since the first day it opened its doors for business, and it is needless to say he has made it a success. He employs five men in the shipping house and two salesmen—one in Los Angeles and one in San Francisco with offices in both cities.

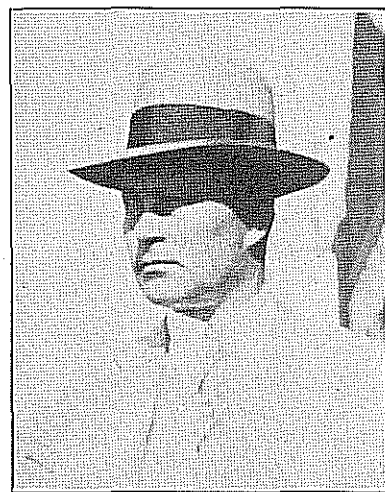
In an interview on the subject of The California Fisheries credit department Mr. Vitalich said: "It strikes me as a very good thing—something we have needed for a very long time. A great deal of money is lost in bad accounts each year—altogether too much. I don't believe in taking a lot of chances myself—and don't any more than I can help—no man can and be successful, but the most careful get it slipped to them now and then. If you can give the shippers a good credit service it will be like a godsend and save them a lot of money in the aggregate."

Speaking of conditions and the outlook Mr. Vitalich said, it is imperative that dealers keep pace with the more advanced methods or fall by the wayside. "No business can mark time these days—it must move forward or backward. I am convinced that quickly frozen fish is the best method of handling the product today for the consumer and retailer as well as the shipper. If I knew any bet-

ter method I would very soon adopt it."

Mr. Vitalich is the type of man usually referred to as "good business"—conservative and practical.

Mr. Vitalich's secretary is Miss Lee



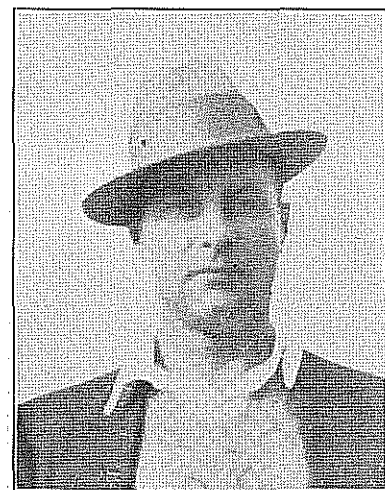
John N. Vitalich, owner Chesapeake Fisheries.

Gustavson who came to San Diego from Spokane. She is a lady who seemingly knows just what to do and does it pronto, which makes her a highly valued assistant.

STAR FISHERIES

Vincent Petrasich, Manager

Star Fisheries was organized about six years ago by Vincent Petrasich and Peter Kuglis and the firm now has houses in both San Diego and San Pedro. They handle all varieties of fish peculiar to southern waters and make direct ship-



Vincent Petrasich, part owner of Star Fisheries Co.

ments over a wide territory, supplying wholesalers and retailers besides a large standing order list of hotels, cafes, institutions, etc., to which they ship regularly.

Mr. Petrasich is one of the most progressive men in the business and yet is regarded by all who know him as being decidedly conservative. He realizes that progress, in the fish business, as well as all other things, is a gradual unfolding, like a flower or vegetable bud. You have first an instinct, then an opinion, then a knowledge, as the plant has root, bud and fruit. He knows that progress needs a

balance wheel to be safe which makes his judgment respected and much sought after. Besides this he is a hard worker which makes him successful in his undertakings.

Mr. Petrasich is in favor of organizing a fish dealers' association, having given



Headquarters of American Fisheries Co. and Star Fisheries.

considerable attention to the operation of associations in other lines of business, and is convinced that the advantages and benefits accruing would weigh heavy against the cost in time and expense. There are a number of practices to be remedied, among which is the matter of deductions as practiced by some receivers of shipments. He emphatically believes this should be eliminated and it is suspected that he rather looks to The California Fisheries to accomplish this.

Mr. Petrasich is a man two score years of age and his grasp of the fish business is exceptional, reaching into the smallest details as well as the outstanding generalities. Besides being a progressive, he is an optimist and looks forward to a general improvement this year with a decided gain in the volume of business.

THE PEOPLES FISH COMPANY

Louis C. Strada
John Ghio

This company is a partnership composed of the two men whose names appear above. The concern first operating under the name was organized fourteen

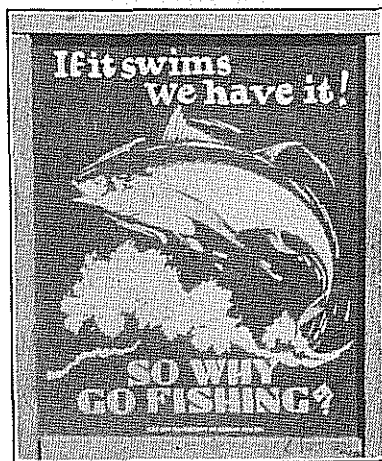


Photo signs furnished customers by Peoples Fish Company.

years ago by a body of fishermen but the business was taken over by the present management eight years ago.

Messrs. Strada and Ghio are men who believe it is a profitable policy to assist the retailers as much as possible. As

evidence of this they furnish their exclusive customers with enameled display signs in five colors (see cut above). The actual cost of these signs is ten dollars each. It will be observed that they are cleverly worded and suggestive and, of course, are "always on the job." Both members of this firm are convinced that they are real sales helps and business getters, and this opinion is backed up by the retailers almost unanimously. The signs are two by two and one-half feet in size, designed especially for sidewalk display.

Mr. Strada is an "old timer" in San Diego. He has for fifteen years been financially interested in the fish business.



Louis C. Strada whose enterprise and aggressiveness is helping build up a big business.

However until eight years ago he was a building contractor, his fish interests being taken care of by others; but now he devotes his entire time in the capacity of inside manager. Mr. Ghio is the outside manager, and they make a good team. Mr. Ghio knows the business from a to z having been in it "all his life" as the saying goes, and he has a host of friends by whom he is held in high esteem.

The firm employs twelve men and operates five trucks. This includes three



Wholesale Shipping Department Peoples Fish Co.

city salesmen in San Diego, one in Los Angeles and one in San Francisco. From this it is assumed the company enjoys a large local trade as well as an extensive shipping business.

When the business was taken over by the present management, \$12,000 was spent in improvements on the plant. Two years ago a retail department was added at the cost of four thousand dollars. The sales room is all tiled and very attractive—a beautiful market in fact. Further improvements are planned for the early

spring in material enlargement of the retail department. This, partially, is anticipation of increased business on account of the completion of the new navy pier directly in front of the retail market.

The Peoples Company is a heavy shipper of lobsters, claiming to handle twenty-



Retail Department of the Peoples Fish Co.

five per cent of the lobsters coming into San Diego. Both members of the firm express the belief that the present year will be marked by increased prosperity of the fishermen in the Southern California and Mexican waters through bringing into service larger boats enabling them to cover wider territory and fish where the fishing is good.

JOE J. CAMILLO

Manager San Diego Branch Van Camp Organizations

Joe Camillo has been with the Van Camp Organization for seven years and manager of the San Diego branch for three years. Joe is acknowledged by all who know him to be a very good fish man and he acquired the foundation of his education in the university of San Pedro fish wharf where he started in at an early age. His father was one of the best known characters about the harbor, well-liked by all, a man of intelligence, wide awake and honest as the day is long. He took pride in bringing his son up in the way he should go so that he should be a credit to the name of Camillo



Joe J. Camillo, manager of Van Camp Organizations.

and from all reports he did a very good job of it.

The San Diego Van Camp branch ships to all states west of the Mississippi river and has a particularly good lobster business in one of the leading markets of San Diego. The business has doubled

under the able management of Mr. Camillo who has been very aggressive in developing possible markets and taking advantage of opportunities. He buys for the parent house in San Pedro as well as for the Los Angeles branch, shipping considerable quantities to both.

Mr. Camillo believes in being in the front row, and is therefore a student of advanced methods of every character, but particularly those relating to the merchandising of fish. His abilities are appreciated by his fellow business men on the water front as well as the organization with which he is connected.

H. W. TRAINOR

Manager Hercules Oil Company

H. W. Trainor, manager of the Hercules Oil Company in San Diego is hailed as the fisherman's friend because for six years he has rendered a unique service in taking care of oil containers on the boats and like matters in which he is adept and expert. He gives an extraordinary service as well as an extraordinary product in Hyvis Motor oil, the merits of which he can tell better than the chemist who discovered it making



H. W. Trainor, manager Hercules Oil Co.

tests for the government during the late excursion of the A.E.F. He will tell you that it is today's oil for today's motor; that it costs a little more but lasts twice as long so that it is the oil of economy in the long run; that it is refined and still-reduced expressly to meet lubrication requirements of today's high-compression motor, and many, many other things. Trainor can give you chapter after chapter about this oil with a smoothness that is not equalled by the oil itself. And it is worth listening to for there's something in it. Besides, the Hercules Oil Co. is general agent and distributor for the Hyvis oil.

The company has just opened up a new marine station for the special benefit of fishermen. It is located right on the water-front, foot of Beach street, facilitating quick service for boats which can dock right at the station.

The Hercules company is expanding rapidly having a large number of tank-cars and tank-trucks in its distribution fleet.

Mr. Trainor has the good will and friendship of all the fishermen who know him and he knows nearly all of them. He enjoys their confidence because he

deals with fairness and frankness and is ready to do any favor possible any time opportunity presents. That's Trainor and they all know it.

WEST COAST FISH WEEK

From almost every point on the coast from the Canadian to the Mexican line has come letters expressing endorsement, encouragement and support of West Coast Fish Week, and no objection has developed to the date suggested—May 20 to 26. In some cases contributions have been pledged while in others suggestion as to the suitable amount are requested, but all are for it. Not a word of objection or disapproval. All feel that something should be done, and some express themselves more positively and say that "something MUST be done." Some few expressions are printed in this number and more will appear in the issue of February 12, which will be specially devoted to Fish Week—A Fish Number that will be a whiz and a hummer. You will want some for distribution in your neighborhood.

NEW FISH BROKER FOR SAN DIEGO

The California Fisheries announces the entry in the Brokerage field of Chas. A. Landers, Municipal Pier Building, San Diego.

Mr. Landers is a very successful business man of San Diego and has considerable financial interest in the fishing industry. The California Fisheries, realizing there was no broker in San Diego, persuaded Mr. Landers to enter this field so our space advertisers could make arrangements through him to serve the trade in his territory. Mr. Landers is financially responsible for anything he undertakes. There is no hesitancy in recommending him and it is believed San Diego dealers, as well as out-side shippers, will appreciate The California Fisheries action in persuading Mr. Landers to enter the brokerage field. His offices are in the Municipal Pier Building, San Diego.

ARCTIC STEAK

A product marketed by the Norwegian Whaling Co., Ltd., of Rose and Rice, Newfoundland, is called Arctic Steak. The cuts are from the choicest parts of young whale and said to be very palatable, with a flavor resembling the best beef. An interesting feature of its preparation is that it is brine frozen at the plant and wrapped in aluminum foil. It is said to keep for weeks even after defrosting, provided it is kept in an airy and shady place.

CLOSE OF 1928 SARDINE PACK

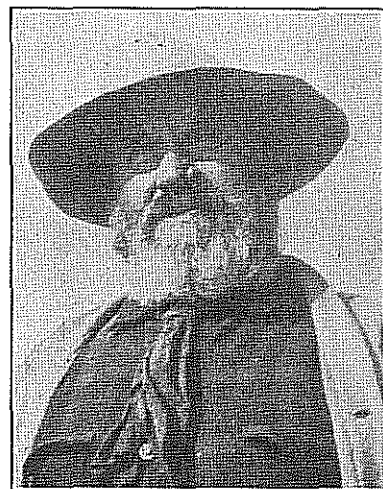
The sardine pack of San Pedro, Wilmington and Long Beach plants during the last quarter of 1928 was close around 200,000 cases. The dominant month of the three proved to be November, when 30,355,000 pounds of sardines were delivered to packers. October resulted in only 7,138,000 pounds and December was estimated at only two-thirds that of November. Storms drove the fleet in on several occasions, cutting down production.

"STOGIE"

The Mystery of San Diego Fish Wharf

"Stogie," the mystery of San Diego fish wharf, is known by all who have ever seen him, but not such a big much. It is difficult even to see him for he is continually enveloped in a screen of stogie incense with a background of long, pale-lavender hirsute appendage resembling that of Elijah IV taking off in his chariot. There are those who believe that "Stogie" is a disciple of the House of David under a cloud. There is no doubt about the cloud, for it is visible from afar. A fragrance floating upon the atmosphere also proclaims the coming of "Stogie" greatly in advance of sight and hearing.

Mysteries are always interesting and conjecture is rife regarding this hombre who resembles one of the major prophets of old with a Buffalo or Wheeling attachment. It is surmised that he must have graduated and gravitated from one or the other of these cities in order to have so completely mastered the art of keeping a stogie in continuous action. There are those who feel positive that he is "exhibit A" in a case of shattering of love's sweet dream at an early age. And then



"Stogie."

there are others who believe that he holds communion with the spirits (departed, not frumenti) for he daily withdraws to the unexplored caves of La Jolla, departing upon car No. 16, which is significant, and reappearing the following morning upon the same, which is insignificant.

But whatever his origin and antecedents, his past performances and his present practices in the deep recesses of the sea-swept rocks of La Jolla, his connection with the mart piscatory in San Diego is as an open book, being official lawn mower extraordinary, masseur and manicure of the market, employing the latest inventions in air and gas. He also distributes wisdom to the passing multitude and admonition to the proletariat. Besides all this he is part of the marine view and scenery of San Diego, as well as an eccentric in its industrial machinery.

Teacher (questioning class after lesson on preservation of food): "Mary, tell me one way of preserving fish."

Mary: "Putting it on ice, teacher."

Teacher: "What do we call that?"

Bright Girl of Class: "Isolation, teacher."—Tit-Bits.

MARINER, GEM OF THE TUNA FLEET, RAMMED BY STANDARD OIL TANKER

By H. P. Dukinfield

One of the best of San Diego's new fishing fleet, the Mariner, was in collision with the Joseph Seep, a Standard Oil tanker, on the morning of January 14th, while fifty miles off shore and about 450 miles south of San Diego.

The Mariner was built last year at the Campbell Machine Company's shipyard in San Diego, was put in commission last October and had made but four complete trips before the accident.

She is owned by Joseph and Matthew Monise, both of whom are highly experienced men and have made a success of their business. The Monise brothers kept in close touch with the work of construction, and when the boat was finished, and the trial trip over, they remarked that there was nothing better than the Mariner afloat in these waters.

She is valued at over \$60,000 and is up to the minute in every detail. She is 115 feet long, 25-foot beam and is powered by a 350 H.P. Union Diesel engine and a 30 H.P. Union auxiliary engine.

"It was just before 4 o'clock in the morning that I was awakened by the crash," says Capt. Joe Monise, "and my first thought was that we had hit a rock. 'I rushed out of my quarters and found myself knee deep in water, and though the night was clear, all I could see was a big black object against the starboard side of the Mariner, which confirmed

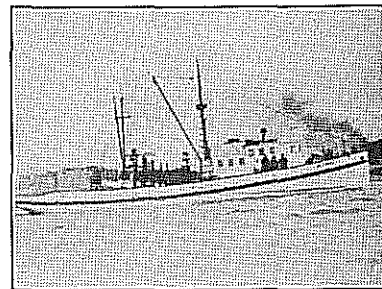
myself we would not leave our ship, as we were sure that she would not sink. The men all decided to stay, and the Joseph Seep, after the captain was becoming convinced we would not go down, and as we had declined a tow from her, proceeded on her way.

"The Olympia, Capt. Joe Medina, had preceded us only a short distance, and on hearing the crash immediately turned to assist us. When she arrived on the scene a few minutes later, she could only see the tanker and, fearing that the Mariner had gone down, turned on her big searchlight expecting to pick up swimmers. The momentum of the two vessels at the time of the crash, and the force of the impact, had turned us around so that the tanker was between us and the Olympia, which explains why she could not see us.

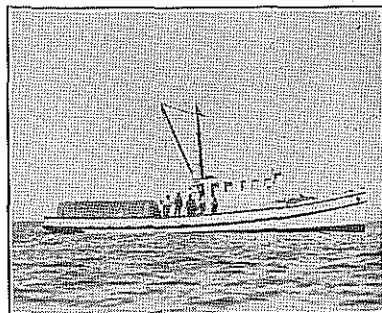
"The force of the collision tore a hole in the starboard side of the Mariner almost half way across her deck, and would probably have cut her in two had it not been for the stout construction of the bait tank, which stopped the bow of the Joseph Seep from going further. All of the Mariner, except the bow and the pilot house, was forced several feet under the water by the blow, and she would probably have continued down but for the water tight bulkhead between the

well knew that the dangers which they insured against were always present and never could be by any amount of foresight avoided, so they played safe. They placed their insurance on this vessel with the Gilbert C. Van Camp Insurance Agency, instructing for full and complete protection, and now have the satisfaction of knowing that they got it, plus the service which they gratefully acknowledge having received.

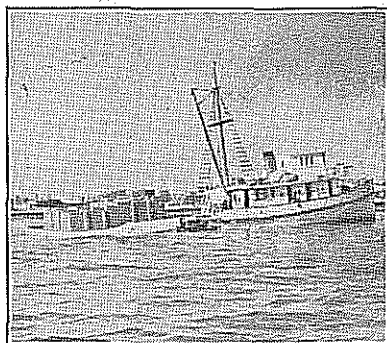
It is a singular coincidence that the Olympia which towed their disabled



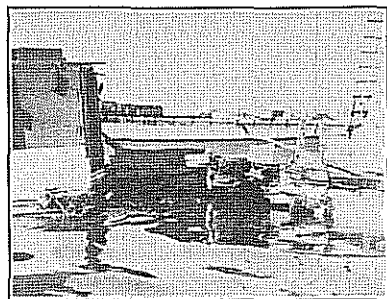
The Olympia, which towed in the rammed Mariner.



Aboard the Oceana, lobster tender, Capt. Camillo, with a load of lobsters from Mexico.



The Mariner, showing hole resulting from the collision with Standard Oil tanker Joseph Seep.



A close view of the damaged side of the Mariner.

my first thought of the rock." "We've been rammed" said the first man who spoke to me, and I replied: "Rammed hell, that's a rock."

"At this point the Joseph Seep backed away, and I heard voices from her deck yelling: 'Come aboard! Quit her! She's sinking!' I then knew that we had been in collision with a ship and not a rock. I let my crew decide for themselves whether to remain with the ship or go aboard the tanker; but as for Matt and



The iceboat Olympia, which towed into port the rammed Mariner. Capt. Joe Medina, center; M. G. Silva, right, and A. S. Monise, left.

engine room and the after part of the ship, which was so well constructed that it held and kept the water out of the engine room."

The auxiliary engine which operated the pumps was immediately started to keep the water down, and never failed to function. This part of the ship's equipment had much to do in keeping the vessel afloat, and Capt. Monise is profuse in his praise of the efficiency and dependability of it.

It was at first thought that the Mariner could return to San Diego under her own power, as the engine room was free of water, and the Olympia agreed to return in convoy. But, later, it was decided to take a line from the Olympia and the Mariner was brought back to San Diego in tow, arriving early on the morning of the 21st, a week after the accident occurred.

Too much cannot be said of the quality and character of the Mariner's construction, and especially of the bulkhead which held, despite the tremendous pressure of water against it, as the entire after part of the ship was flooded and part of the deck under water.

And this account would not be complete if we omitted to mention the Monise boys' insistence upon complete insurance protection. No half-way measures were their's; no trusting to luck, for they

craft back to port was formerly owned by the Monise Brothers, and was sold by them to Capt. Joe Medina at the time they negotiated with the Campbell Machine Co. for the building of the Mariner.

SAN PEDRO AND SAN DIEGO Business of 1927 and 1928

According to the State Fish Exchange there was a falling off of approximately 25 per cent in the amount of fish marketed in San Pedro in December 1928 compared with December 1927. The delivery by fishermen in December 1927 is given at 1,219,037½ pounds for which was paid \$108,312.78, while in December 1928, the figures given are 919,648 pounds, and the amount paid \$82,744.80. The total for the year 1928, however, shows a gain of nearly half a million pounds over the previous year, being 14,203,134½ pounds as against 13,714,061½ pounds for 1927. The sum paid fishermen in 1927 was \$1,027,139.51 and in 1928 \$1,051,379.05.

San Diego shows a slight gain for December business but a falling off for the year. December 1928 receipts are given at 564,163½ pounds bringing \$56,367.04 as against 554,306½ pounds in December 1927, bringing \$51,640.73. The total for 1927 was 7,591,969 pounds bringing \$663,354.67 while the figures for 1928 are 6,943,881½ pounds bringing \$595,282.08.

The falling off in the catch is attributed by fishermen generally to the depredations of the horde of seals and sealions infesting the coast.

Seabeast Horde Threatens Destruction of Coast Food Fishes

The destruction of food fishes along the Pacific Coast by seals, sealions and other predatory seabeasts has been subject for discussion by all connected with the fishing industry for several years but for the most part with only vague and indefinite information. Only a few have realized the gravity of the situation which is steadily growing more serious and threatening.

Capt. George C. Farnsworth, a man who has navigated coast waters for more than a score of years, a keen observer and a student of marine life, as well as a patriotic citizen, realizing the situation and pressing necessity for remedial action, prepared an article for the press setting forth some of his observations and experiences which are not only interesting but such as to give a more comprehensive idea of the situation than anything that has heretofore appeared. The article was published in the Los Angeles Examiner a few days ago and the salient features are herewith given. Capt. Farnsworth says:

"During the year 1916 there appeared in the channels for the first time, I believe, a few scattered seals between the main land and the islands, marking the forerunner of a great migration. To see seals anywhere except at their rookeries or close along shore was at this time so unusual as to cause comment.

During 1917 more were seen. In 1918 many people saw them far off shore. During the early part of 1919, there appeared at Seal Rocks, Catalina Island, a herd of some 60 to 90 unusually large bull seals which remained there for about three months, then disappearing, returning each year thereafter up to and including 1928.

Scattered All Along Coast

During 1919 and 1920, there were seals scattered all over the Coast. They fed on rock cod, brought from a depth of one hundred fathoms, which they ate on the surface.

"On July 20, 1922, fifty miles southwest of Cedros Island, off the coast of Mexico, I met the massed formation of this great migration of seals, which have slowly but surely brought destruction to almost all varieties of fish along this Coast, as the seals migrate northward.

"The rock cod appear to be their chief food when at sea, and all varieties of fish when feeding along the Coast.

Through Seals for 50 Miles

"I ran through this great school of seals for over fifty miles, conservatively estimating that there were several hundred thousand seals. I was crossing, at the time, from Guadalupe Island to the west end of Cedros Island, Mexico.

Traveling North

"These seals were traveling northwest, up the Coast. This great migration arrived at the east end of Catalina Island during the early months of 1925. One could find them anywhere. At sea, along the Coast or around the islands in great herds.

"They have now arrived at Santa Rosa Island, off the coast of Santa Barbara, and extend from that island to the peninsula of Lower California and up the gulf to the mouth of the Colorado River.

"The seals have restocked all old rookeries and made new ones. From a count I made in the latter part of December, 1925, from the west end of Cedros Island, northwest for over forty nautical miles, I counted 9451 seals. Understand, they were not in herds, but were on either side of the yacht as far as one could see, with only now and then a break in their line of formation.

"I have just returned from a trip along the coast of Lower California up the gulf as far north as Tiburon Island.

These herds of seals have invaded the gulf as well as the waters outside; they are like a roaring inferno. I have seen them even attack both kinds of sword-fish weighing over 300 pounds.

Exterminating Fine Sea Bass

"Along the mainland coast, in the Gulf of California, between the mouth of the Colorado River and Mazatlan, we have the giant white sea bass, which the seals are very fond of. If the seals are allowed to go unchecked it means the extermination of these wonderful fish in a very short time.

"This great migration of hair seals, which commercially are of little value, have arrived along this coast from South America, as near as it is possible for the writer to determine.

"They are cleaning all the banks of rock cod, one of our greatest non-migrating food fish.

"It is hard to estimate the tons of food fish which are destroyed each year by the seals, and I therefore urge the people of the state of California, who are most vitally affected, to immediately take steps to reduce these great destroyers to a point where they are no longer a menace to our food fish, and not to allow the seals to clean our coast of fish as we allowed fishermen to almost bare our shores of the abalone.

WEST COAST FISH WEEK PROMOTION NUMBER

The next issue of The California Fisheries will be devoted to the promotion of West Coast Fish Week, the date for which has been tentatively set for May 20 to 26. Ideas on how to make the observance most effective will be welcomed and given place in this number. If the boosters will all turn loose it can be made an epoch-marking week. Send the suggestions in as early as possible. Let all who can lend all possible aid. The bigger the success the greater the benefits to those engaged in the industry. Let's "steponer"!

Protect Spawning Beds

"After thirty odd years of careful study of fish life along this coast, I sincerely urge this Government to co-operate with the government of Mexico in the preserving of this great food supply, especially along the coast of Lower California, between San Diego and Cape San Lucas—including the Gulf of California.

"It is from these spawning beds that we receive over 75 per cent of our food fish, and, only during their northern migration are they along our coast.

"I therefore warn the people of California and Mexico to at once rid their coasts of the seals and enforce a law which will eliminate all waste and destruction of fish."

A FISH THAT WALKS AND CLIMBS TREES

Everybody has heard about fish that jump and fish that fly, but here is a new one, and it isn't a joke or a jolly. It is a fish that walks and climbs trees. Press reports from Boston state that it arrived there a few days ago on the steamer Westhumhaw from the west coast of Africa, under the care of Alfred Eisenger of Washington, radio operator on the ship.

The strange little creature described as having the head and large eyes of a bullfrog and long tapering body of a fish. It was caught in a swamp at Dakar, French Senegal, on December 8, a few days before the steamer sailed. It may have some of the qualities of the horned toad as it has not eaten anything since it was captured, so far as Radio Operator Eisenger could perceive.

The fish swims in water, hops on land, finds no difficulty in climbing trees, lives mostly in mud, eats worms and picks out tropical lagoons for its home, its captor reports. It is 10 inches long with a head an inch thick and a body tapering to a point at the tail. It has a hard dorsal fin on its back, not fully developed, and two side fins which it uses as a seal does, manipulating its flappers when navigating on land. It has a yellowish green body.

FAMOUS NOTATIONS NO. 2

Oh, yes, our fish were caught this morning and we will pick out the firmest for you, Mr. Jones. Those fish we shipped you last week came in on the bottom of the load. All our fish from now on will be on the top of the load.

LOST—A FRIEND

If any of the dealers in fish, wholesale or retail, in Oregon, Washington or Northern California have seen or heard of my old friend, Charles Gates, please have him get in touch with me through The California Fisheries, Municipal fish wharf, San Pedro. Thank you.

John R. Krum, Health Inspector.

The California Fisheries

An Independent Journal of the Fishing Industry of the American West Coast

M. W. ELEY, Publisher

HAL S. SWENSON, Editor

Subscription rate \$3.50 per annum in the United States and Insular possessions. In Canada and Mexico, \$4.25.

THE BUSINESS OUTLOOK

Reports from all along the coast from Seattle to San Diego tell pretty much the same story of business stagnation and inactivity, light receipts and depression in general. There is no gainsaying the situation. We may as well look the facts squarely in the face.

Rarely, in extreme situations, is one cause responsible. A number of depressing influences have coincidentally brought about the present doldrum in the fishing industry on this coast. Remedy means removal of the causes one by one. Some will pass with the season while others will require a long, strong pull all together.

Foremost among the causes unquestionably is the ravage of food fishes by the horde of predatory sea-beasts now in migration up the coast. A comprehensive article by Captain George C. Farnsworth, published in the Los Angeles Examiner a few days ago, indicates that the menace is far more serious than has generally been conceived, even by the best informed. Captain Farnsworth is considered one of the foremost students of marine life along the coast, and his report may be accepted as reliable, and is presented quite fully in this issue. As the destruction goes on each and every day the necessity for prompt action need not be further emphasized.

But the outlook for the fishing industry of the West is not all gray, gloomy and discouraging. There is a rift in the cloud through which may be seen the silver lining. With the steadily mounting prices of meats the public will readily turn to sea food and vastly increase the consumption providing prices can be maintained relatively low, and the quality of the product high, with service the best possible.

Development of the industry means innovations, new methods and inventions. One of these fine days in the not distant future some enterprising sea food dealers will be establishing air lines to the interior and have more business than they can handle.

The opportunities of today are vastly greater than at any time in the history of the industry. There is need for all engaged in the business getting together for the exchange of ideas, which leads to the development of new ideas, and for united action, which means getting results. Humanity is prone to sit down and hope for better things instead of stirring out and striving for them, and in this respect many, if not a majority connected with the fishing industry here, as well as elsewhere, are inclined to be quite human.

Why not shake a leg and start something?

A FIELD FOR RESEARCH

The United States Bureau of Fisheries forsees the day when exact knowledge of the marine and fresh water conditions will be one of our major concerns. The bureau also recognizes that without definite and exact knowledge of all phases of marine biology that effect the lives of fishes suitable for human consumption, efforts to realize the food resources of the sea to the fullest advantage must be handicapped so sorely that species which might render rich returns will be neglected, while others that have met with great favor

may be all but exterminated.

And yet another thing: Notwithstanding the long list of fishes now accepted as fit for food, it is but a fractional part of what the ocean depths hold which may, through means not yet discovered, be secured for man's subsistence. The lower levels of the sea teem with life in a low temperature and under great pressure, but very little more than the fact that it exists is known regarding it.

Fishing is perhaps the world's oldest occupation. It is conjectured that before man learned to make weapons for the chase he subsisted by scooping fish from the waters. But at no time, from that day to this, have possibilities existed that compare with those now presented. Two branches are of particular importance and interest—conservation and research—and these are as worthy of the world's best brains as any pursuit or calling regarded as high and honorable, not excepting motion pictures or the ministry.

MAY BE OVERDRAWN

It is reported from official headquarters that the harbor commission has ordered an investigation of alleged pollution of the harbor waters by canneries, and that abatement will be ordered forthwith and instant, providing, of course, that desecration and contamination are found.

Quite right, and fair enough. Also, very nice.

It appears that divers complaints have been filed with the commission. Someone with olfactory supersensitiveness complains of sad smells, sour scents and redolent odors not floating in from Araby that offend frail and fastidious visitors. Another complains that fish oil floating on the untroubled waters, adheres to the immaculate paint of the numerous yachts anchored in the harbor, clinging so tenaciously as to be irremovable without taking along the aforesaid shining coat of protective and decorative paint. Still another complains of accumulations of deceased and decadent fish under the wharf, all of which is, of course, grievous and distressing if true.

It seems impossible, however, that any reputable cannery operator could so far forget his duty to his god, his country, himself and all concerned including the public and the lady with the supersensitive sniffer as to permit anything like this to occur. Cleanliness, besides being next to godliness, is capital—capital no one in any department of the fishing business can afford to jeopardize. Let the sad and sorry scents be banished, if such there be, and the ambient air sprinkled with eau de cologne so as not to offend the olfactories of the most exquisite. Let the oil, if such there be, be swept from the surface of the waters and the harbor rubbed, scrubbed and holystoned if necessary to render them sweet and shining, and let the deceased denizens of the deep that rest beneath the wharf, if such there be, be interred with prayer and solemn ceremony if it will put a quietus on running to the harbor commission with complaints on the slightest pretexts.

There are some people who are unhappy unless yammering about something they conceive should be done by others.

As a matter of fact, the harbor commission, individually and collectively, privately and publicly, personally and officially ought to know precisely the situation and condition and act without a lot of scandalous and odious newspaper notoriety. If the members of the commission do not know the condition they should polish up their spectacles, tune up their noses and come down. Let them look around, and smell around, and then they

will know the facts, and know how to act. Official inquiry in matters of this character is all absurdity. A score of witnesses can be found who would testify that there are a million fish afloat on the waters that stink like the Augean stables, while another score will swear that the atmosphere is sweet as the attar of roses and there isn't a fish, dead or alive, in sight. Thus matters are only made worse.

A little judicial knowledge of facts sometimes works wonders in the administration of justice and it is not beyond the dignity of even a harbor commission to exercise such prerogative.

LABORATORY FOR CANNERS

What is believed to be an important progressive step is being taken by the canning industry of Norway in the establishment of a testing laboratory for the purpose of carrying out experiments and practical scientific tests in relation to canning and promoting the interests of the industry.

Some years ago the canners subscribed 100,000 kroner for this purpose and the Storting, or parliament, appropriated double that amount. Stavanger being the center of the industry the municipal authorities of that city have been asked to donate a site for the laboratory. The ministry of trade is expected to appropriate a working fund for the laboratory, and to further provide funds for operation it is proposed that the tax on canned brisling and herring devoted to advertising those products abroad, be increased 50 per cent. The necessary buildings will be erected immediately and it is expected the laboratory will be in operation next year.

SAVE THIS \$200,000

Considerably in excess of \$200,000 was last year lost to the sea products dealers of California, Oregon and Washington through bad accounts. Practically all of this might have been saved by an efficient credit service, which is precisely the reason such a service is being established in conjunction with this journal. The publisher knows very definitely what is required because he knows the trade and its peculiarities and characteristics. A special service is required and a special service is what will be rendered with care and in the strictest confidence. This is all included in subscription and advertising contracts. No further charges.

It may be a wise fish that never bites, but he doesn't get much of anything worth while—only leaner and leaner, with no one to lean on, and is for all time in the sucker class.

ATTEND TO IT NOW!

Subscriptions to The California Fisheries are coming in in a manner that is not only encouraging, but decidedly gratifying. Considering the fact that we have only just started and the shortcomings are too numerous to mention, the reception accorded it quite extraordinary. But it will improve with each and every number until it can stand unashamed with the best in every way. Mr. Reader, if you are in any way connected with the fishing industry, take advantage of the reduced rate for this year and send in your order NOW while you have it in mind.

About every so often some pseudo scientist comes forward with a new agent for the preservation of fish that is to revolutionize the fish shipping industry. The latest is the ultra-violet ray, and it will follow in the footsteps of its numerous predecessors to the limbo of scientific claims that fail to deliver the goods. There are just two agencies that put the quietus on bacteria through and through and these are heat and cold. There may be others, but they have not been discovered. There is, however a great field for study and experiment in the application of these.

A new constellation of "baby stars" has begun to twinkle in the movie world, but the publicity man keeps his foot on the soft pedal when it comes to the fact that they are all married babies, for the husband might be hauled up for cradle-snatching. There are almost as many "poor fish" scooting around the screen studios as there are cluttering up the deep sea.

Any reader of this journal possessed of ideas or inspirations regarding West Coast Fish week are very respectfully invited to send in suggestions. They will be given due consideration and may contribute to the success of the undertaking.

The review number of Fishing Gazette, published by the Massachusetts Fisheries Association is a thing of beauty and work of art carrying much good information as well as much good advertising. The value of just that one number to the industry is incalculable.

Men engaged in manufacture and trade in that country are rapidly arriving at a realization that goods advertised to the extent that they are well and generally known, stand up under unfavorable trade conditions much better than the unexploited products. Stick a fishhook there. The point is important.

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SEATTLE, WASHINGTON

Fish Packing Case Decided Against Cannery

The temporary restraining order granted the Van Camp Sea Foods Co., and the Globe Grain & Milling Co. by federal court against the Department of Natural Resources of the State of California and its associated divisions, including the State Fish and Game Commission, was dissolved and the original bill of complaint of the companies dismissed by a decision rendered a few days ago. This disposes of what is known as the sardine packing case, including that from Monterey county, which has attracted much attention throughout the State.

The principal point involved was whether or not the State Department of Natural Resources and its divisions has the right to regulate fishing in the waters bordering, and to restrict the uses to which fish caught therein shall be put. The decision of the court is that the State has that right,

State Regulation

Regulations of the State Department provide that cannery must pack 15 cases of sardines to the ton and not use more than 25 per cent of their capacity for the reduction of fish to fish meal, fish oil and other products. The canneries contended that more than 90 per cent of the products, including canned fish, is shipped out in interstate commerce, or international commerce, and that restrictions regarding the reduction of fish products properly comes under the jurisdiction of the Interstate Commerce Commission. They contended that the commission had jurisdiction "when the fish was taken out of the water," but the Federal tribunal holds that this is not the case, but that the State retains jurisdiction. The companies also contended that no more than 20 per cent of the fish caught are taken within the California waters, but the court held that it would be the same if the amount were only 10 per cent.

The decision, which was written by Judge Rudkin, sets forth

"If a substantial portion of the fish are taken in the local waters of the State, the State has a right to limit and qualify the use that may be made of the fish of some species brought into the State from the high seas in order to make effective restrictions about the use of fish taken from its own waters."

The court also holds that the State regulations are not in violation of the Fourteenth Amendment to the United States Constitution and that they do not violate any constitutional right.

Briefly the salient points of contention were:

For the Canning Companies

That the fishing industry believes that the right to set a packing minimum is held only by the state legislature and cannot legally be relegated to one of its divisions;

That there is no record to show that harm has been done to the people of California, by a pack below the 15-case minimum, nor that the cannery created a public nuisance or depleted the sardine supply for the same reason; the fishing industry defines "offal" as all fish unfit for canning; that because of the poor

quality of the fish received during August and September, 1928, they were unable to pack the 15-case minimum, and hence reduced more than 25 per cent of the catch for fertilizer.

The State's Case

That the division of fish and game has a clearcut right to set the 15-case minimum;

That "offal" refers solely to heads, tails and entrails—a definition jointly accepted by both the fish and game commission and the cannery until the fall of 1928;

That sardine cannery entered into a conspiracy to violate the 15-case order in September, 1928.

LOBSTERS SHOULD BE PERMITTED TO GROW BIG



The picture shows Capt. C. F. Maddox, of the California Fish and Game Commission, shaking hands with a youthful lobster taken from a local fisherman who was not so particular about the age or size. Capt. Maddox has been with the F. & G. Commission in the Southern California district long enough so that all should understand what he is here for and remember it, and he desires to impress on fishermen the fact that it is bad practice to catch undersized lobsters, and that all caught "with the goods" will be promptly taken in tow.

NEW BOAT FOR LOCAL FLEET

A new \$14,000 fishing boat to be used in Southern California fishing has been purchased by J. B. Walker of San Pedro. It is the Mianus, 55 feet by 14 feet, with a draught of 6.6 feet. The Mianus is powered by a 70-horsepower Diesel engine. It was completed in November by Anderson and Christofani of San Francisco for William Silva. A gas engine-air compressor unit and a small 1 double-acting steam pump, which is driven by compressed air, are included in the equipment. Two berths are in the deck house, and four in the forecabin below. The vessel makes a speed of 10 knots.

OVER THE SISKIYOU SUMMIT WITH CHARLEY PALMER

Count Von Whiffletree

Confidentially, folks of the fishing world, I have discovered that California is not the only state in the union. As a matter of fact I find there are some real honest-to-goodness fish dealers in the state of Oregon. Of course, back in my native domain, (Big Lake, Iowa) all you can hear is Long Beach, California, as every one in Big Lake has at least one relative in Long Beach. But Oregon had her Missouri long before California had her Iowa.

Possibly Oregon does not advertise so industriously and extensively as California but the goods are there just the same. Take, for instance, the Coos Bay region. They have a wonderful harbor. The U. S. Government has appropriated four million dollars for harbor improvements, on completion of which ships can enter and discharge cargo without difficulty. Thirty-eight feet at low tide is not so bad, is it? Really, Coos Bay is a comer and is already the second industrial center of the state of Oregon. I hope all my friends in Iowa and elsewhere who read this article will visit Coos Bay before buying rooming houses in Long Beach.

A few of my San Pedro friends will remember Charles Palmer, the man who holds the world's record for driving a car the greatest distance upside down. Well, this same breaker of cars, if not the Volstead Act, tried to drive me over the summit of Siskiyou mountains a short time ago. The road is some fifty feet wide, which ordinarily is quite sufficient for his system of vehicle navigation, and he refuses to be held responsible for all the ice and snow on the highway. Well, anyway when we finally came to, Charley had the Charleston or the St. Vitus dance and I had lost ten pounds. Canyons on the right, rock walls on the left, but still we went upward and onward until Charley jammed the brakes. But the most terrible feature of all was that all three hairs on Charley's head pushed holes through his hat. He also positively asserts that San Pedro is good enough for him, for he knows the road from San Pedro to Long Beach, and he can see plenty of mountain roads by going to a moving picture show.

While visiting San Francisco on that trip, I was fortunate in having Mr. Henry Dowden, of the Henry Dowden Company, allot me a few moments of his valuable time. Without question he is the busiest man I know of, but always has time for his friends. Henry says it is going to be a good year and if he can only clean up one hundred thousand more in the stock market next year, he will buy some small town close to San Francisco so that Mr. Sebastian and "Spider" can have the exclusive rights of the "flea hatchery." I suggested that he grant Mr. Cuenin, writer for the San Francisco Examiner, the sole and exclusive gas rights so that the people could always depend on plenty of high pressure, but he expressed the opinion that the sports writer probably would connect with some larger city.

Two Modern Sharp Freezing Systems That Promise to Prove Practicable

Much has been written about rapid freezing, but not enough emphasis has been given the fact that rapid freezing of fish retains its flavor. Almost every one engaged in the fish business knows fish should be frozen as rapidly as possible. Government bulletins and magazine articles have set forth in detail how, with slow freezing, large ice crystals form, rupturing the cell walls in the tissue so that on being defrosted, the juices drip from the ruptured cell structures, carrying away the taste and flavor of the fish. Broken cell walls afford no barrier against ever present germs and bacteria; hence slowly frozen fish deteriorate rapidly.

The more rapid the freezing, the more numerous and minute the ice crystals form in the fish, as in rapid freezing, the cells are not ruptured by expansion. Such fish, when defrosted, retain all their juices as well as a natural and bright appearance. The fish are firm and life-like, and quite comparable to fresh fish. It is a well established fact that rapidly frozen fish are far superior to those frozen more slowly.

The present need, is not more theory about ice crystal formation, but the devising of a simple, practical and efficient method of freezing large quantities of fish. Such system must freeze without direct brine contact, and should have a labor and handling efficiency equal, if not superior, to the present air freezing systems.

Eastern Firm Holds Patents

A large instant freezing system manufacturing company possesses all of the above desired features, and in addition, the cost of installation is exceptionally small, for the amount of service performed. The success of this system has been proved to the complete satisfaction of a large number of commercial plants now in operation. These manufacturers have two systems designed to put up a quickly frozen product in two different forms. One is known as "the floating pan system", especially designed for the freezing of single fish fillets, steaks and small fish, individually, by a continuous method. The other, "the diving bell" block freezing system, is best adapted to freezing fish and fillets in forms containing a number of pounds to each block; also for freezing individually large salmon, halibut and other fish sometimes frozen singly. The above systems were developed in various plants around Lake Erie, and they are now used in New England and no doubt, in the very near future, will fill a long felt need on the Pacific Coast.

The Floating Pan System

This system plays a very important part in the new package fish industry, which is growing very fast in the East. Already, the individual frozen fillet frozen in less than one hour's time and packed in small size cartons, is displacing fresh fillets in the middle West. Hundreds of carloads of individually frozen fish are now being packed in a single season, opening new markets, and invading old

FROM A DESCRIPTION BY THE INVENTOR

ones. These rapidly frozen fish are fresher than any fresh fish to be obtained in the territory in which they are sold. The floating pans handle these products in a most unique manner. Fillets and steaks are panned individually, and as thinly as possible, over the bottom of the containers. Round pans, 22 inches across the bottom and three inches deep are used. Without covers, they float upon a continual stream of very cold brine. The flowing brine conveys the pans up and down the aisles, removing all heat, thus freezing the fish rapidly and returning the pans to the starting point.

The raceway of brine is two feet wide, and as long as may be required for the capacity wanted. The brine, of a depth of about three inches, can be kept at a point of from ten to twenty degrees below zero. A motor driven centrifugal pump forces the brine from the end of the raceways through the brine cooler, and from there into the beginning of the raceways, thus providing a continual stream upon which the pans of fish travel.

To operate the plant, the brine is cooled to the desired temperature by starting the pump and opening the ammonia expansion valve on the cooler. With minus fifteen degree brine, ordinary fillets one inch thick will freeze in forty minutes. The velocity of the brine in the raceways is sufficient to carry the pans through in half the freezing time, but the pans of fish are allowed to back up in the freezer a little, allowing the brine to go under the pans. The attendant removing the pans of frozen fish takes them out at such a rate that the fish are frozen when they come to him. The empty pans are conveyed on rollers past the panners who refill them, and send them to the starting point again.

The Diving Bell Block Freezing System

The pans which hold the fish are of special design, so that when they are placed in brine three feet under the surface, good contact is secured on the top and bottom. However, no brine touches the fish. The diving bell principle explains the presence of the air seal in each cover, which keeps the brine from entering the pan. There is no gasket or rubber, between the cover and the bottom. The soldered cover, which fits down over the bottom pan full of fish, acts as a diving bell, and the air entrapped prevents the brine from rising higher than is necessary for good contact with the bottom surface. The air in the pan is compressed and the volume lessened to a degree, depending upon the temperature of the brine, the density and the depth of immersion. The pans may be filled and emptied with notable efficiency, and their construction makes possible very rapid heat transfer from the fish to the brine. The design of the pans depends upon the fish to be frozen and the form of the package desired. Although this system has specialized in freezing round fish in

blocks and also round fish individually, it may be used to advantage for freezing fish, fillets and steaks in convenient blocks for packaged merchandising units. It is excellent for herring, mackerel, shrimp, squid, and in fact, all varieties. For the large fish, such as salmon and halibut, special pans are designed.

The Cellophane Wrapper

There has recently been developed a strong demand for a transparent cellophane wrapped packaged fish. A water proof cellophane wrapper is used and fresh fillets or steaks wrapped individually are put in five and ten pound blocks. The wrapper has the effect of making the fillets fall apart after freezing. This makes an attractive package. The fillets are individual, and being block form, hold their refrigeration for a long time. The solid pack feature is a great advantage in shipping. The "Diving Bell" method is well adapted to freeze cellophane wrapped blocks of fillets and steaks.

The important point necessary for rapid freezing is to have intimate contact of the fish and the cooling medium. Agitation is also very important. The calcium chloride brine used in this system floods almost completely around the pan so that nearly all the surface is exposed. Freezing takes place from both top and bottom. Spaces on each pan allow free circulation of the brine between the pans. Agitation is easily obtained, so that the heat can be rapidly carried away from the fish.

Inexpensively Operated

Both systems described are very inexpensive.
(Continued on Page 18)

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Municipal Fish Wharf
San Pedro, California

JAPAN LEADS THE WORLD IN FISHING

According to the report of Deputy U. S. Commissioner of fisheries Japan leads the world in the number of persons engaged in fishing, the number of vessels and boats, the amount of catch and the value of the same. The latest statistics from Japan are those of 1925 which shows 1,115,000 persons engaged in the occupation. The number of vessels and boats operated is given at 361,239, the total catch at 5,700,000,000 pounds, and the value at \$176,000,000. According to this the Japanese fishermen caught approximately 5,000 pounds to the man and the American 17,000 pounds.

The United States, including Alaska, according to figures for 1927, comes second with 191,454 fishermen, 80,285 vessels and boats, 3,215,000 pounds the total catch valued at \$108,000,000. Norway is third in the number of fishermen, but not in the amount caught or the value, having 109,764 fishermen whose catch in 1919, the only figures available, was 1,447,780 pounds valued at \$42,622,000. England and Wales in 1926 had 36,000 fishermen, 8,347 vessels and boats, and the catch was 1,698,830,000 pounds valued at \$83,075,000. Comparison as to valuation is in a way misleading, not being on the same basis. The valuation of the Japanese fish on the American market would undoubtedly be vastly more, and the valuation of the American product on the Japanese market vastly less. Values aside, however, the figures present fair comparison.

AN ICEBOX THAT ICES

Progress does not mean spinning the world around to a new way of doing things in a day. It usually comes with painful slowness. Take, for instance, so simple a thing as a box for the transportation of fish. The ordinary cubicle has served since the world was young but it no longer suffices to meet the demands of this day and time for better service.

To meet their own special requirements, the American Fisheries, operating from the Municipal wharf in San Pedro, built a box which holds a freezing temperature for days, enabling them to deliver quickly frozen fish in perfect condition. It is made from balsam wood, imported from Quayaquil, Ecuador, surrounded by three inches of dry saw dust with an outside case of ordinary pine, and holds temperature better than a flock of thermos bottles. American Fisheries operate a truck route of 200 miles covered three times a week, and this box is perfectly satisfactory and equal to all requirements. There is nothing fancy about the box but Emil Stolle who operates the truck is very enthusiastic regarding its efficiency. Frozen fish is

kept in a state of flinty firmness. It was early discovered that the temperature was held too low for the carrying of oysters. On one trip bivalves were packed in one end and when it came to delivery it was found they were frozen as hard as the fish.

Balsam wood is used extensively in making cockpits for aeroplanes because of its qualities for insulation. It is very soft—almost as soft as cork and may be readily penetrated by a thumb nail, but it is a wonder for refrigerating purposes.

The members of the American Fisheries Company are Messrs. Otto Weissich and Arthur Ross, and their invention of this truck refrigerator that is an improvement over anything previously in use indicates their progressiveness and stamps them as members that are a credit to the industry.

SAN DIEGO LOGICAL CENTER OF FISHING INDUSTRY (Continued from Page 3)

that it was certain that the tax on fish from Mexican waters would be reduced considerably if the Mexican officials could be assured that the fishermen would declare for tax all of the fish caught in Mexican waters. Efforts to solve this matter and secure this reduction of tax are still under way and it is believed that ways and means to solve the problem will be found in the not far distant future.

It is the belief of many who have studied the problems of the fishing industry in California that these problems can only be solved by the wholehearted co-operation of individual concerns through some sort of co-operative organization. Most other industries have their

organizations or associations, but the fishing industry has been found difficult to organize. It is believed that such an organization would be of the greatest value to those engaged in the various phases of the fishing industry.

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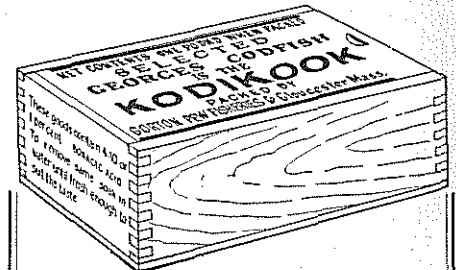
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Activities of Producers and Packers All Along the Pacific Coast

NEHALEM BAY DISTRICT OPPOSES CHANGING THE OPENING DATE OF SEASON

H. W. Klein

A news item of general interest which shows that nearly all fishermen are willing to cooperate for the best interests of the fishing industry and the preservation of the finny tribe is, that the majority of businessmen and resident fishermen of the Nehalem Bay district have signed and forwarded petitions to the State Fish Commission and State Legislature asking that the opening date of commercial fishing on Nehalem Bay be kept at the same time, August 1st.

Proposed legislation is to open the bay to commercial fishing nearly two months earlier than the usual time. This is being rigidly opposed for the following reasons:

First—an earlier opening date would be detrimental to the fishing industry on the Nehalem Bay;

Second—it would not allow the few early salmon to escape to their natural spawning grounds;

Third—it would deprive the sportsmen of any trolling for Chinook salmon on the Nehalem Bay.

The Tillamook country is far-famed for its picturesque scenery and its wonderful recreational advantages, fishing, hunting, rowing, hiking, etc., and many sportsmen, because of these advantages, are lured here from distant places for the trolling of Chinook salmon which is best during the month of July. Our climate

is unexcelled at that time, cool and clear.

Opening the season to commercial fishing at an earlier date than August means thousands of dollars loss to the commercial fishermen and dealers, because of the extreme scarcity of Chinook salmon, and which means that the fishermen must operate his gear at a loss.

There has been a marked decrease in our for-famed Chinook salmon along the entire Pacific Coast which many attribute to outside trolling. Any legislation which the extermination of the Chinook salmon will be rigidly opposed.

January has only the normal amount of steelheads with few fishermen at work because of the unusual cold weather and snow, but at this writing the weather has moderated for which all Oregonians are grateful.

CUSHMAN, OREGON

C. A. Saubert

At this time of year we do not have much to advertise except bad accounts, and would be glad to avail ourselves of space for this purpose. Your publication looks good to us—especially your credit service department. We would like to know if bad commission men will be listed?

It seems to us that a commission man, being in contact with our customers, should be able to pick a winner occasionally. There are cases where commission men are good salesmen but rotten collectors, and they are the boys that get our balance on the wrong side of the ledger. The article by William J. Carlisle on credit is right to the point.

We wish someone would enlighten us as to whether the commission man, who is in touch with the buyer or the wholesaler in the North, is responsible for sales to poor-paying customers. It is understood that Washington and Oregon dealers are considering this subject.

I am glad someone is taking notice of conditions at the American Railway Express perishable platform in Los Angeles. It is safe to say the facilities for handling fresh fish at Los Angeles are the poorest on the length of the S. P. line. We hope these conditions will be remedied in the near future.

About the seal and sealion bounty, I would advise not to give the fish commission the power to employ certain hunters, but fix it so everyone has an equal show. Oregon made that mistake and the money was paid out for several years to one party of hunters and very few seal and sealions were killed. Seals are more destructive than sealions. They pick the fish out of nets, which a sealion seldom does, and the bounty on seals should be the larger.

SOUTH BEND, OREGON

Hjalmar Olson

We are very much pleased with your publication and assure you we are strong boosters for it. The publication can do much good for the dealers in our business all along the coast.

STOCKTON

P. Busalacchi & Bros.

We are getting no striped bass and no catfish as the weather has been very cold. These fish do not move in cold weather but lie in deep holes on the bottom, so during this slack time the fishermen repair their outfits and make new nets, but we believe that in about three weeks, if the weather permits, we will be able to resume shipping.

Luis M. Salazar

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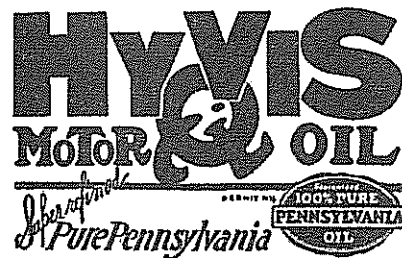
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**Marine Service Station
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SACRAMENTO, CALIFORNIA**A. Meredith**

We have not much to report to you at this time. Fishing here is at a standstill and we do not expect to produce any fish until the middle of April.

We are receiving anywhere from six hundred to fifteen hundred pounds of catfish per week. These we use mostly for local markets.

We just received our second carload of halibut and expect our second car of salmon in next week. This, of course, is all frozen. We have five carloads of halibut and three carloads of salmon ordered for use during the closed season. We bought 60,000 pounds of this salmon from the Newport Fish Company, at Newport, Oregon.

You, no doubt, know that our Mr. C. Meredith has taken over this company and he is putting out some very fine salmon. On your visit to Sacramento we want to show you some of this frozen salmon as we believe it is the finest on the Pacific Coast.

We wish you every success in your venture as we believe it is a good thing for the California fish dealers, and we enjoy reading and looking up the data on the markets very much.

SAN LUIS OBISPO**L. M. Bowlus**

Fishing here is worse than poor. Very little of any variety is coming in. While it is true this is the time of year business ordinarily lags, I must say the present slump is more than lagging. We have been expecting smelts to run any day, but they have not put in any appearances as yet. In short, business has been so rotten it has not been even funny. The only fine thing we can report at this time is the weather.

NEWPORT, OREGON**Crad Meredith**

Catches here have been very light—about enough to take care of the local markets. We have had a few boats of ling and rock cod. Steelheads are scarce, and, as friend Feller states, it is more trouble to gather them up than they are worth.

I am more than delighted with the pa-

per as I think it is just what we have needed to keep us in touch with conditions and believe it will be the means of putting the fish business of the Pacific Coast on a business basis. I also hope you can bring the credit department to the point it will be used by all reputable dealers. Then the "beats" can be eliminated and it will not cost so much to handle fish. Dealers will have a chance to pay dividends instead of paying the banks for money to carry accounts long overdue. I am sorry to say, however, it is not always the small dealers that are hardest to get your money from.

PORTLAND, OREGON**J. H. Reeves**

Weather is generally clear and cold for this season of the year. Catches of Oregon fish are very light. Only a nominal amount of steelhead salmon is coming in. The price paid this winter is extremely high on account of the short take of summer steelheads in the Columbia river. This class of fish is largely caught after by the exporters to Germany. It is generally conceded that the supply from the Columbia river was nearly a quarter of a million pounds short for the 1928 season. This is the first season, so far as I know, that the exporters have been after the Oregon coast stream winter-caught steelhead salmon. This will explain the extreme prices asked by the shipper this winter.

Columbia river smelt are coming up the river, and the gill net fishermen are making very good catches. Prices are about as usual for this season—from 7 to 8 cents a pound. About February 1st the run will reach the smaller rivers where the dip net fishermen will make large hauls, and then the price will be down to normal.

The Portland market was well supplied from the north during the past week on red snapper and ling cod. The prices are good for January, averaging about 8 cents.

MARSHFIELD, OREGON**By Chas. Feller**

In reporting for Southwest Oregon at this date, conditions in respect to Steelhead Salmon fishing have not been very favorable. Catches have been very light,

indeed, and stock is being moved at a higher figure than when last advices were sent you.

From the present outlook it would appear that the Steelhead season is about over, except that there will naturally be a few fish taken right along till the end, March 20 next. Deep sea fishing is at the point of starting and the coming weeks should see considerable activity along that line.

LOMITA, CALIFORNIA

Harry S. Tregarthen, well known on the San Pedro fish wharf and heartily greeted by his many friends when he puts in an appearance, called to pay his respects to The Fisheries office a few days ago. Mr. Tregarthen started in business on the San Pedro wharf in 1913, and later became buyer for the Van Camps. After severance of this connection, about a year ago, he established himself in business at Lomita, putting up salt and kippered products, principally mackerel, barracuda and bonito. His output at present is only about ten barrels per day because he is cramped for room, but he is working to change this condition and is steadily "making the grade." Included in the future developments which he is planning is putting up sardines, anchovy paste and kindred products which he very positively asserts will equal the best of the imported.

MODERN SHARP FREEZING METHODS

(Continued from Page 15)

pensive freezers, and as already stated, can be installed in a very short time. If you have an ice plant, the only additional equipment necessary is a few iron forms and pans to connect up with your present ice system. The day of frozen fish is at hand, and each year, larger quantities are being frozen and the public in general, are asking for frozen fish in preference to fresh, for the reason in this publication.

Patents for both the above systems are held by Robert E. Kolbe, M.E., the inventor, of Boston, Mass., and any of our readers desiring further details regarding either one of the systems, may communicate with the inventor directly or with The California Fisheries.

SAN PEDRO SHIPPERS—Continued**Independent Fish Co.****A. MINEGHINO, Mgr.****"When Others Fail Try Us"****Specializing Standing Orders****Phone 475 Municipal Fish Wharf, San Pedro****PIONEER FISHERIES**

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SANTA CRUZ**Correspondent**

The holidays over, fishermen are showing more activity, going out whenever weather permits and bringing in good catches. Black cod quite glutted the market last week and fishermen were requested to go after different varieties. Rock cod, for which there is a local demand, is now coming in again. Also sole, smelts, and herring. Crab catches continue light. Fishermen report many sea lions in this vicinity. They are said to be making their way southward from New Year's Island.

We hope the Italian edition of "The California Fisheries" will be out soon, as our local fishermen of that nationality are eager to read it. At least one accident, happily without fatal consequences, may be attributed to the delay.

Il Signor Walboni, accomplished linguist of the Municipal Wharf, was called upon by a group of his fellow "pescatori" to translate the last number of "The California Fisheries" into Genoese dialect. He was picking his teeth with a codfish vertebra at the time. In his haste to comply with his friends' request he lost his hold on the codfish bone and it lodged in his throat. Imagine his embarrassment. He was immediately transported to the Seaside Board Walk where three rides on the Big Dipper dislodged the bone. Mr. Walboni recovered nicely, but "Happy-Salute" refused to continue his translation.

* * *

R. F. Classic, head of the commercial fisheries for this district, with headquarters at Monterey, was here recently collecting the tags from the fishermen. Besides getting the receipts kept in duplicate by the fishermen, he was checking up on the size of the crabs caught.

He was accompanied by M. J. Lindner of the laboratory of Stanford university, on the other side of the bay, who is there under the California Fish and Game Commission in research work on marine life. What is commonly known as the little smelt, Mr. Lindner says is the *Antherinops affinis* and the same kind as is running on the Monterey side of the bay, but on this side is larger. Few fish are being caught on the Monterey side of the bay.

CALIFORNIA FISHERIES' NEW EDITOR

The publisher of *The California Fisheries* takes pleasure in announcing an important acquisition to the working force. Mr. Hal S. Swenson has taken over the duties of editor and will hereafter be at the helm.

Mr. Swenson is a man of many years' experience as editor and is an able and versatile writer—a man of university education and practical training who knows



HAL S. SWENSON
Editor of *The California Fisheries*

typography as well as literature and how to combine the two to make a high-class publication. He was for years editor of the *American-Scandinavian*, the official magazine of the Scandinavian Brotherhood of America, and of *Scandinavian Fisheries*.

Mr. Swenson comes from a race that has gone down to the sea in boats after fish as long as their activities can be traced through the pages of history and the dim mists of tradition, and he comes from a country whose principal industry

is fishing and marketing the product, wherefore it is felt that he brings to this journal just what is needed in editorial management, fully qualified to give what the people in the fishing industry on this coast want.

The improvement in appearance, make-up and contents of this number is due to the new editor's genius and ability and constitutes strong testimony in support of the statement that he "knows his stuff." Readers are cordially invited to call and get acquainted and unload their troubles. As a trouble shooter he has few equals, and he is never too busy to talk fish. As a matter of fact he loves to talk fish almost as well as eat it, and besides he is not anywhere near as ornery as he looks.

CANNERY INSPECTION

J. R. K.

A great deal of satisfaction was experienced one day recently showing a distinguished visitor from Hollywood through all the fish canneries of Wilmington, Fish Harbor and San Pedro, said distinguished visitor being none other than the famous Tiny Morgan of motion picture fame. We took pains and time explaining all the different operations the sardines had to go through from the time they left the boats until they were put in the cans and labeled ready for the trade. Our friend Tiny was very agreeably surprised to find that not only the people handling the fish throughout the different canning operations were clean and healthy looking, but that the fish were also thoroughly cleaned, scaled and brined before being cooked and put into the can. Some people seem to think a fish cannery is necessarily a foul place, but they surely find out differently after taking a trip through a few of them.

When the canneries at Fish Harbor are working to full capacity they are using over ten thousand gallons of water per minute, so they are all more or less wet under foot. Every night after the day's catch is taken care of all the tables, tanks, cutting machines, floors and flumes are washed and scrubbed before the crew goes home. We are sure all of the fish canneries at Los Angeles Harbor invite inspection anytime.

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MANUEL FEITAS CONTRACTS FOR ANOTHER FINE ICEBOAT

Capt. Manuel H. Feitas, owner of the iceboat Del Monte, one of the aristocratic craft of the tuna fishing fleet, built for him by the Campbell Machine Company about a year and a half ago, has placed an order for another boat under date of January 21. The new craft will be 120 feet in length, 27-ft. beam and 9½ ft. draft. It also will be actively engaged in the tuna industry. The new boat will be christened the Invader and will work dual with the Del Monte.

The new craft will be powered by 6-cylinder, 400 h.p. Union Diesel engine and a 3-cylinder 45 h.p., directly connected with a 30 k.w. electric generator. Pumps, winches and auxiliary equipment will be direct drive, with electric motor the proper size for each unit.

The designer of the new craft is Manuel Medruga, of the Campbell Machine Company, who will also superintend the construction. Mr. Medruga has been in the employ of this shipbuilding concern for many years and thoroughly understands the needs for the fishing fleet—nothing short of the best construction possible. Mr. Medruga has demonstrated over and over again that he is possessed of rare genius in the field of designing and constructing water craft and this will be the 32nd job of this kind turned out by the Campbell company.

MONTEREY, CALIFORNIA

Staff Report

Market conditions poor. Catch for fortnight ending 21st inst: Rockfish 20 tons; bacaccio leads fresh fish at 20 tons; sardines—first since last November, fat and plentiful—7,575 tons; sharks 23 tons; codfish 8; red rock cod; 6 yellowtail 4; sole 4; mackerel 2; abalones 77. Weather rough.

SANTA BARBARA

S. Larco

Lobsters are scarce and fish scarce. We have had a few days of bad weather which has helped make the scarcity. We expect far much better weather for the coming week and things look brighter.

TOTUAVA FROM GULF OF CALIFORNIA

A new high mark in the importation of totuava, otherwise known as Mexican sea bass, from the Gulf of California was reached on the 21st, instant, when 135 tons passed through Calexico, the port of entry. The fish was caught at San Felipe, 140 miles south of Calexico, and trucked over the rough desert roads. Truck drivers bringing the fish to the San Pedro municipal fish wharf report that the Mexican fishermen operating on the gulf in skiffs are enjoying a highly successful season.

SANTA CRUZ

C. Stagnaro

Black cod and rock cod chillipepper and bacaccio varieties plentiful. Crabs, sole and sandabs scarce. Average catches of black cod are one thousand pounds to the boat, while rock cod is about five hundred pounds to the boat. The demand for rock cod is good, while the demand for black cod has dropped. The weather has been rainy with light southwinds and there have been no boats out since Wednesday night. Black cod and crabs are again in demand for the coming week. Dante Carepa has new fishing boat, an 8-horse-power Hicks. Louis Beverino, San Francisco International Fish Company's Santa Cruz branch manager, is in Los Angeles on business.

AMERICAN FISHERMAN'S ASSOCIATION

(Continued from Page 4)

as a "live one." He was raised in San Diego and has been a fisherman since boyhood and is now somewhere around 33. He has been with the association for the past two years and is dealing out satisfaction in the matters which he handles, which include legal affairs, contracts and finances. His motto is that both fishermen and market dealers must be satisfied. The fisherman must have a fair price and the marketman must have a chance to realize a margin, which makes everybody happy.

San Diego's Advantage

Mr. Ghio believes San Diego has a distinct advantage in the fact that the fishermen are organized, and that two-thirds of the large ice boats are members of the association, including those operating out of San Pedro. He believes, because of its strategic location, San Diego will become the largest fresh fish receiving port on the coast providing the city authorities ever wake up to a realization of the need of docking facilities and makes ample provision. He says more boats would come in now if they could be accommodated.

Mr. Ghio's efforts to please are very successful, according to testimony coming from various sources. Besides being well-liked by associates, the association membership, cannerymen and market men, his popularity extends to the feminine world but that is a fish story of another kind.

An Efficient Office Manager

H. Bobzien, vice president of the association, is one of those quiet and unassuming men who handles office duties—books, records and clerical matters—with smoothness and efficiency. He has been with the association since 1922 and connected with the industry for a much longer period. Because of his absolute reliability he enjoys enviable prestige with those with whom he comes in contact in a business way, and this applies particularly to the cannerymen.

FISHERMAN TAKES TUNARIDE

From San Diego is reported a fish story which rivals that of Mr. Jonah and his whale ride. Capt. Guy Silva is among the best known of the fishermen operating out of San Diego Bay, and some time ago gained local fame by inventing a means of electrocuting tuna weighing 300 pounds or more, doing away with the necessity of tiring them out at the end of a line before they can be hauled aboard a fishing craft. Well, that's the man and here is the story:

It is said that Capt. Silva and his crew were hauling in tuna off Cape San Lucas when suddenly a huge leopard shark rose to the surface alongside. Be it known a leopard shark is no little pony of a fish but reaches proportions measuring 50 or 60 feet in length. Acting on the impulse, it is said Silva jumped overboard and landed on the shark's back. Shouting to his men to clear deck he ran the full length of Mr. Shark before the huge creature knew what was happening and clambered back on board. As a matter of fact, it is said that Mr. Shark never did grasp the idea that he was being used as a speedway but continued to drift along for some time precisely as though he knew nothing about being walked on by the adventurous fisherman. He may have been lazy, but probably was asleep. Anybody can ride inside like Mr. Jonah, but it takes a Silva to ride the hurricane deck. Silva had witnesses who vouch for the truth of the story, and anyway, his reputation for truth and veracity has never been impeached.

Nicholas Maggio

The sincere sympathy of the fishing industry goes out to Billy Maggio, manager of C. J. Hendry Co., in the loss of his son, Nicholas, who died Monday, 21st instant, after a major surgical operation. Nick was 19 years of age, well known on the water front and well liked by all who knew him.

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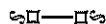
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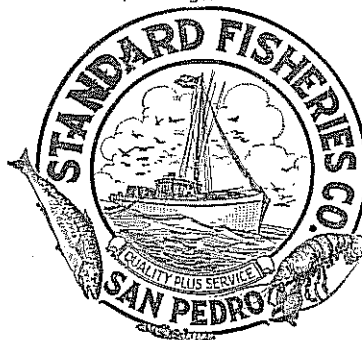
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